## SPAIN.

The Insurgent Squadron Demonstrating Against Valencia.

Foreign Naval Observations-Contreras' Demand for Supplies from the Citizens-Capture of Merchant Vessels-British Warning to the Belligerent Fleet.

## TELEGRAMS TO THE NEW YORK HERALD.

MADRID, Oct. 20, 1873. The Intransigente squadron, from Cartagena, ar rived off the har por of Valencia yesterday, followed and closely watched by several British, French and

Contreras, commanding the squadron, sent a boat ashore, with a demand for money and provisions. He declares he wishes to avoid a bombard ment, and appeals to the supporters of cantonal independence in Valencia to see that his demand is

CITIZEN DEFENCE AND GOVERNMENTAL SUPPORT. The authorities of the city, however, promptly refused to comply and are actively preparing for de fence. Troops are going forward from the capital to reinforce the garrison.

The insurgents threaten to seize or sink the Spanish gunboat Lepanto, which is now lying in the harbor of Valencia. They have already captured three Spanish merchantmen at the entrance

THE ALLIED NEUTRALS THREATEN ACTION. The British Admiral Yeiverton demands that ninety-six hours' notice be given before the bombardment begins, and has warned Contreras that if a shot is fired at the Lepanto before the expiration of that time the English, French and Italian vessels will open on his squadron.

RADICALIST IDEA OF A BLACKMAIL STRATEGY. It is thought that the rebels will make no attempt to land, but will proceed to some port on the French coast, after collecting all the money they can terrify the Spanish townspeople into

Cause of the Disaster to the Fernando el Catolico.

LONDON, Oct. 20, 1873. A Cartagena despatch to the Times confirms the report that the frigate Fernando el Catolico was

#### FRANCE.

Press Beliefs in the Infallibility of the Monarchy-Citizen Contradiction of the Grand Idea.

#### TELEGRAM TO THE NEW YORK HERALD.

Paris, Oct. 20, 1873. M. John Le Moinne, in an article in the Journal des Debats, to-day, regards the restoration of royalty as a certainty. CITIZEN HONOR TO A RADICAL.

M. Dautrain, a radical in politics, has been elected President of the Council of the Department of the Seine.

#### MARSHAL BAZAINE.

Testimony for the Prosecution-The Prisoner's Conduct as a Subordinate and Chief Commander-What His Companions in Arms Allege-"Distant in Manner and Uncommunicative"-Mme. Bazaine's Negetiations.

TELEGRAM TO THE NEW YORK HERALD.

PARIS. Oct. 20, 1873. In the Bazaine court martial to-day the exami nation of witnesses was commenced. The President of the Court announced that the order of questions observed in the interrogation of the cused would be followed.

MARSHAL LEBOEUF'S TESTIMONY. Marshal Lebœuf was the first witness. He swore that in his opinion Bazaine's response bility as commander-in-chief began not before the 12th of August; that until then he held a subordind, with which position he see

Marshal Lebœuf described the hesitation and indecision which followed Bazaine's assumption of the chief command, but did not consider him responsible for the failure to destroy the bridges on

GENERAL LEBRUN'S TESTIMONY. General Lebrun was the next witness. His testimony went to show the insufficiency of Bazaine's measures to effect a retreat at Verdun. GENERAL CISSEY'S TESTIMONY.

General Cissey was sworn. He stated that the delay which led to the battle of Boony was severely questioned in a council of war; but he acknowledged that he was not fully acquainted with the instructions received by th WHAT HIS CHIEF OF STAFF SAYS.

General Jarvis, Bazaine's Chief of Staff, testified that his commander was distant in manner and uncommunicative. HOW AND WHY HE WAS PROMOTED

M. de Keratry gave an account of the negotiations in August, carried on through Mme. Bazaine to obtain her husband's appointment to the chief mand, which was necessary because of the embarrassment caused by the Emperor's absence

M. JULES FAVRE'S EXPLANATION. M. Jules Favre deposed that he endeavored to consolidate the military direction by keeping Marshal Bazaine in his position as commander-in-

COUNT DE PALIKAO'S CONTRADICTION. The Count de Palikao gave evidence in pointed contradiction with that of M. de Kératry.

## ITALY.

Royal Warning of Ejectment to the Jesuits-American Interests in the Monastic Property.

TELEGRAMS TO THE NEW YORK HERALD.

ROME, Oct. 20, 1873. The General of the Society of Jesuits was to-day officially notified by the royal Italian government that the members of the order must immediately vacate the premises now occupied by them in this

Convents Seized by the Officers of the Crown-American Vindication of the Right of Private Property.

The Committee of Liquidation of Ecclesiastical Property, appointed under the law for the abolition of religious corporations, to-day took possession of six convents.

The rectors read protests, which the committee accepted, and then handed to each inmate a certificate for his future income.

protested against the seizure of certain portions of the Franciscan convent on the ground that they were the property of citizens of their respective

#### & Special Cause of the Crisis in the Conflict.

The conflict which has been going on during many months past between the royal Italian gov-ernment and the Jesuit order in Rome has been brought to a point of direct issue, according to our news telegrams given above. An English authority, writing from the Holy City at a recent date, gives the following interesting information relative to the more immediate cause of the action of the throne executive. He says:-

I know on good authority that the Jesuits, who are anxious about the Pope's life, and still more anxious because they have not got a majority of

votes in the conclave, have persuaded the Pope to hold a consistory for the nomination of the required cardinals. The preparations have gone so far that the names of the candidates are already known, and I can tell you them without fear of contradiction: Monseigneur Mermillod, of Ferney; Lachat, Bishop of Basie; the Bishop of Monddovi; Ledochowsky, Archbishop of Posen; Quibest, Archbishop of Paris; Freppel, the refuter of Renan; Arrigoni, Archbishop of Lucca; Dindi, Archbishop of Sienna; Manning, Archbishop of Westminster; Ketteler, Bishop of Mayence; Padre Mura, ex-Rector of the University of Rome.

## SANDWICH ISLANDS.

Condition of Health of the King-The Question of Succession to the Crown-Household Troops Refractory and Disbanded-Volcanie Eruption.

TELEGRAM TO THE NEW YORK HERALD.

SAN FRANCISCO, Oct. 20, 1873. The brig J. L. Falkenberg has arrived at Portland, Oregon, with Honolulu dates to September 24. The Hawaiian Gazette of the 10th published an editorial in which it was stated that the King was rapidly recovering from his late illness.

On the 24th, the latest date, the Gazette says: "His Majesty continues to improve rapi ly. Last evening he drove out for the first time since his iliness. He is now in his palace residence in

THE QUESTION OF THRONE SUCCESSION. His Majesty King Luanillo is strongly urged to nominate his successor, the fact of his tedious illness having drawn the attention of the people at large to the subject of a throne vacancy.

HOUSEHOLD TROOPS REFRACTORY AND PUNISHED The household troops, consisting of fity-four privates, not including the band of musicians, rose in meeting on the 7th of September, and by a royal order of King Luanillo they have been disbanded. VOLCANIC ERUPTION.

A letter from Hilo states that there is no cessa tion in the action of the Hummet crater. Kilamo was never more beautiful than at present. The lava streams flowing out of the old South Lake continues increasing. A severe eruption is anticipated.

#### MEXICO.

TELEGRAM TO THE NEW YORK HERALD.

CITY OF MEXICO, Oct. 13, 1873, Via HAVANA. The President of the Republic, members of the Cabinet and Judges of the Supreme Court have appeared before the assembled Congress and taken the oath to support the new constitution.

President Lerdo delivered an address on the occasion, which was responded to by the President of the Congress.

The Congressional Committee on Railways have been instructed to report on the bills now before them, and Tuesday and Friday of each week have been set apart for the consideration of railway

The telegraph line between this city and Acapulco has been completed.

FOREIGN COMMERCE. The first vessel of a new monthly line of steamers between Liverpool and Vera Cruz sailed from the

#### YACHTING.

latter port on the 6th inst.

The Regatta Committee Award the Cape May Challenge Cup to the Yacht En-

The Regatta Committee submit the following report in reference to the challenge of the yacht Dreadnaught by the yacht Enchantress, for the Cape May Challenge Cup, won by the former on the

on the 22d of September, 1872;—

On the 22d of September, 1873, Mr. Loubat, of the Enchantress, sent to the Secretary of the club a copy of a note of that date which he had addressed to Mr. Stockwell, of the Dreadnaught, in which he challenged the latter for a race between their respective yachts for the Cape May Challenge Cup, held by the Dreadnaught. In the note he named Thesday, October 14, as the day upon which the race should be sailed, but expressed his willingness to sail it on any other day to suit Mr. Stockwell up to November 1.

On the 7th of October Mr. Stockwell informed a member of the Regatta Committee that he had received the challenge and would sail the race on the day named.

The Regatta Committee appointed Mr. C. A. Minton a sub-committee to start the yachts, with power to associate other members of the club with himself to assist in the performance of the duties, and to act as judges on board the competing vessels, and take the time of each.

On the 14th of October Mr. Minton proceeded to Sandy Hook, and found the Enchantress there prepared to start for the race. He appointed Mr. J. Frederic Tams, a member of the club, who was on board the Enchantress, to act as judge on board that vessel, and report the time of her rounding 10th of October, 1872:-

Frederic Tams, a member of the club, who was on board the Enchantress, to act as judge on board that vessel, and report the time of her rounding the Five Fathom Bank Lightship, of Cape May, and of her arrival at the home stake both. The Dreadmanght did not make her appearance. At 12h. 13m. P. M. the Enchantress sailed from the starting point. By report of Mr. Tams, a copy of which is submitted herewith, she rounded the Five Fathom Bank Lightship, at 1h. 35m. A. M. of the 15th and at 11h. 35m. P. M. of the 15th, she passed Sandy Hook Lightship.

Sandy Hook Lightship.

The rules which govern races for the Cup, as prescribed by the donor, are as follow:— First—The cup is to be held by the winner for thirty days after the race without flability to challenge.

First—The cup is to be held by the winner for thirty days after the race without flability to challenge.

Scond—Upon the extiration of that period the winner must accept any challenge, and be prepared to sail a race over the same course within fifteen days from the receipt of such challenge, or toriett the cup to the challenger; but should any yacht succeed its holding the cup in two consecutive races during one season, it will not again be liable to challenge until the commencement of the yachting season of the following year. The cup will become the bond full property of any yacht holding it successfully through three consecutive contests.

Third—The yachting season in American waters, in reterence to this cup, is understood to be from the taird Thurssay in June until the third Thursday in October in each year.

The Regatta Committee are of the captain that

each year.

The Regatta Committee are of the opinion that the Enchantress is entitled to the cup and so awarded it.

The letter above referred to of Mr. Loubat, conveying the challenge, is submitted herewith.

FLETCHER WESTRAY, Regatta
WILLIAM KREBS, Committee.

To Charles A. Minton, Esq., Secretary New York Yacht Club.

REPORT OF MR. J. FREDERIC TAMS.

REPORT OF MR. J. FREDERIC TAMS.

53 EXCHANGE PLACE,
NEW YORK, October 16, 1873,
TO THE REGATTA COMMITTEE OF THE NEW YORK
YACHT CLUB:—
DEAR SIRS—AS JUGGE appointed on the Enchantress in her match with the Dreadnaught, for the
Cape May Challenge Cup, 1 beg to report that after
having been started by Mr. Charles A. Minton, at
12:13 P. M., on the 14th day of October, 1873, she
salied to and around the lightship off Cape May,
which she rounded at 1:35 A. M., of the 15th of
October, keeping it to starboard, and returned to
the lightship off Sandy Hook, which she passed to
starboard at 11:35 P. M. of the 15th of October, having compiled with the regulations governing the
contests for said cup. I remain, yours respectfully,
J. FREIJERIC TAMS.

MB. LOUBAT'S CHALLENGE TO MR. STOCKWELL.

MR. LOUBAT'S CHALLENGE TO MR. STOCKWELL.
UNION CLUB, NEW YORK, SEPL 22, 1873.
Vacht Club;— Dean Sir—I hereby challenge.

Union Club. New York, sept. 22, 1873. Captain Stockwell, Yacht Dreadnaught, New York Yacht Club:—
Dwan Sin—I hereby challenge your yacht Dreadnaught to sail invyacht Enchantress, on Tuesday, the 14th day of October next, at 12 M., for the Cape May Challenge Cup, presented by Commodore J. G. Bennett to the New York Yacht Club. Course from Sandy Hook Lightship to Five Fathon Lightship (Cape May) and return. Should you desire an extension of time please name any day to sult your own convenience up to the 1st of November next, although, according to the tenure by which you hold said challenge cup, you are obliged to race any challenger during the racing Season—that is, from the third Thursday in June to the third Thursday in October in each year—on a fitteen days' notice, or forfeit the cup to the challenger.

I shail, therefore, hold you to such race; and if you do not accept this challenge is shall go over the course on Tueslay, the 4th of October next, starting from Sandy Hook Lightship at 12 M., and claim said challenge cup, as 1 recognize no right in a holder of a challenge cup, as 1 recognize no right in a holder of a challenge cup to retuse a challenge on any plea whatsoever.

As to the ocean race from Sandy Hook Lightship to Cowes (alse of Wight), of which you spoke yesterday, I can but repeat that I am not willing to stake such a large sum as \$25,000 on a race, but that, should it be agreeable to you or any member of any organized yacht club in the United States to challenge my yacht. Enchantress, for a race across the transfer entrance \$5,000 or less, play or pay—to be such that Sandy Hook Lightship at I M., on any which ma Sandy Hook Lightship at I M. on most happy to accept any such challenge or challenge or any such challenge or shallenge.

challenges.

I should require notice thereof, however, before the 1st day of October next.

I send a copy of this letter to Mr. Charles A. Minton, Secretary of New York Yacht Club, to be placed by him on file, and remain yours truly,

J. F. LOUBAT. Yachting Notes.

Schoener Alarm, Rear Commodore Kingsland, N.Y.Y.C., is lying at anchor off Hoboken. Yachts Undine, Mariquita, Agnes, Columbia and Magic are still in commission and at anchor every night in Gowanus Bay, toot of Court street, Brook-

iyn.

Tae Meta-Vision matter still hangs fire. The judges cannot agree upon a referee, and from present appearances the season of snow and ice will have arrived before the case is submitted for final decision. Meanwhile both yachts have been stripped and laid up for the winter, the Meta in Gowanus Bay and the Vision at Nyack.

# NO MORE WAR, NEVER!

David Dudley Field's Millennium-International Affairs All Nicely Settled and Mankind at Once To Begin a New Era, Known as the Year of Our Field.

[From the Pall Mail Gazette, Oct. 9.] We have heard a good deal about codification late years, and perhaps we may come to hear more about it as time goes on, but we are disposed to think that such proposals as the one made the other day by Mr. Dudley Field, at the Social Science Congress, at Norwich, are likely to do more harm than good to the prospects of codification, at least in this country. His paper was intended to give an outline of the provisions of a draft Code of In-ternational Law which Mr. Field had prepared in appears, is to be taken into consideration at meeting of persons interested in the subject which is to be held to-morrow at Brussels. The plan of the code is stupendous. It is divided into two books—one relating to peace and the other to war. The first book upon peace is further divided into two parts-public international law relating to peace, which comprises the rights of independent nations inter se in time of peace, and private international law during peace. Public international law not only includes the matters commonly treated of under that head, but "shipping, imports, quarantine, railways, telegraphs, postal service, patents, trade marks, copyrights, money, weights and measures, longitude, time and sea signals." Mr. Field incidentally remarks that he would give universal copyright, adopt Greenwich longitude and the French system of weights and measures, and "as to money I would have a uniform coinage of certain pieces of gold which should pass current in every country." As to the first part of this section of the code, it appears to us that all that the Brussels committee can possibly hope or even try to do will be to bring out one more treatise on the principles of international law, of which one would be inclined to think we have as it is almost more than enough. As to the "shipping imports, quarantine, of international law, of which one would be inclined to think we have as it is almost more than enough. As to the "shipping, imports, quarantine, railways, telegraphs," &c., how can any rational man really believe that the whole world will delegate to any committee whatever the duty of legislating upon an enormous mass of subjects, each of which depends upon its own principles, which have to be applied to infinitely various sets of circumstances and to all manner of conflicting interests? Take, for instance, the one subject of copyrights. It would, no doubt, be very pleasant for English authors to get copyright for their works in the United States, but who can reasonably suppose that a single step towards such a result would be made by a declaration on the part of a knot of theorists at Brusses that the arrangement would be desirable? If every part of the domestic legislation of every nation which has any relation to the interests of the members of any other nation is to be treated as a branch of international law, that head will be made to include almost every branch of municipal law. Are we in England, for instance, to get the consent of the Brussels Committee, or to refer to its code whenever we want to legislate about copyright, merchant shipping or electric telegraphs?

The concluding part of the first book of the new code is devoted to "provisions intended for the

to get the consent of the Brussels Committee, or to refer to its code whenever we want to legislate about copyright, merchant shipping or electric telegraphs?

The concluding part of the first book of the new code is devoted to "provisions intended for the preservation of the peace." These provisions are—(i) simultaneous reduction of the enormous armaments which now weigh upon Europe: (2) a provision that a specific notice of causes of complaint and a specific caim for redress shall precede actual declarations of war; (3) if no redress, a high commission of five is to be appointed to try to conciliate the parties, and if this fails—(4) a high tribunal of arbitration is to be appointed, whose award is to be final. The difficulties, not to say the impossibilities, of such proposals are so obvious that it is almost lutile to notice them. Perhaps as good a demonstration of their lutility as could be given is to apply them to the present state of Europe. If the French ever see their way to it, they will beyond all doubt make an effort to reconquer Alsace and Lorraine from Germany. If there is a restoration of the Comte de Chamberd, he will mail human probability do what he can to support Don Carlos and to bring back the Pope. What amount of influence are the High Commission, the High Court of Arbitration and the rule about disarmament likely to exercise over these passions and their results? Mr. Field, however, has his arguments on the other side. He thinks that the case of the United States affords a proof of the possibility, not merely of establishing a system of international law as a theory, but of giving it coercive authority. He counts up - in the manner, whica is characteristic of Americans, the population which the different States of the United States affords a proof of the possibility, not merely of establishing a system of international law as a theory, but of giving it coercive authority. He counts up - in the manner, whica is characteristic for Americans, the population which the different States of the bigger than its mites, but though you can cut the cheese into silices you cannot roil two mites into one. To luse Spain and Portugal or Beigium and Holland into one body corporate would be a far harder task than to parcel out North America into states which are really little more than large parishes or boroughs, each with its own vestry or town council. It is as idle to argue that we can have a Supreme Court for all Europe because there is a Supreme Court for the United States could be ruled by a viceroy and a council of six persons appointed by the Queeu, because that igrim of government exists in British India, which is of the same size as the United States and far more populous. It must also be observed that, in order to make the argument complete, Mr. Dudley Field ought to carry it out to its inliextent. When the Southern States objected to the course taken by the Northern States and insisted on their own view of the construction of the written document which contained the terms of union they were brought to see matters in their true light, not by an international code or a court of arbitration or a high commission of conclustion, but by herse, foot and artillery, employed on a scale and with a degree of persistency surpassed in no war of our time. If the great European union which Mr. Field wishes to form is to be supported ultimately by means of this sort we know where we are and what we have to expect. We are asked to establish a universal empire, with an army drawn from all the world to support it. This proposal is definite and intelligible enough, but it is not very likely to be accepted on the riath of a committee of jurists who have its code in their hands. After the provisions for the maintenance of peace we come to the subject of private international law is simply a part of the municipal law subject which has already been treated by more than one well known writer he can do so; but there is no need to make a fourish of the provision for the municipal law so have no great faith in the utility of ei Law and lawyers are excellent in their way and in their projer place, but it is not their place to legislate for the whole lumin race in its most important affairs, to set limits to ambition and to conquest, and to stigmatize as their inferiors all those by whom the world has hitherto been governed. The notion that the opinions of six or eight gentlemen chosen by the Social Science Association or by some meeting of "jurists" at Brussels represent reason, that all men are to bow down to them, and that all nations are to regulate their relations to each other by the principles which they choose to enunciate under the name of a Code of International Law, is, to our minds, a wild and foolish notion. It is a part of the feverish impatience of the condition of things under which we live, which, after all, is only a form of weakness.

## ENGLAND.

TELEGRAM TO THE NEW YORK HERALD. LONDON, Oct. 20, 1873.

The rate of discount in the open market for three nonths bills is (2:30 P. M.) 6 7-16 per cent, or 9-16 per cent below the Bank of England rate. The rate for money at the Stock Exchange on

The amount of builion withdrawn from the Bank of England on balance to-day is £25,000.

# AMERICAN IRON SHIPS.

Details of a New Branch of National Development.

THE CHESTER SHIP YARDS.

Unskilled American Labor Turning Out Models of Nautical Architec ure.

THE FLEET ON THE STOCKS.

An Unsightly Swamp Transformed Into a Hive of Happy Industry.

PROCESSES OF CONSTRUCTION.

Coal and Iron Traced from the Pennsylvania Ore Beds Through their Several Stages of Manufacture Till They Proudly Float the Stars and Stripes on Every Ocean.

PHILADELPHIA, Oct. 20, 1873. The revival of American shipbuilding! How few inderstand its present significance or can tell you what it means. The subject comes before the by surprise, and yet it is one in which he, as an American, can well feel proud. With those topics which do not in these days fill the columns of the press the public generally remains uninformed; and as shipbuilding, since its revival, aside from mere passing mention, has been one of these present magnitude or the proportions it is ultimately destined to assume. Suppose a certain locality which you remembered as a swamp should in the space of two brief years be made to bloom and blossom like a garden; suppose the air which once heard only the cry of the water fowl should within that time be filled with the smoke of noisy foundries, capable of furnishing employment for 1,300 men and paying out to them \$38,000 per week. What would you think of this? In the fullest sense of the word this is precisely what the revival of American shipbuilding has done in one neighborhood which I

will name. three-quarters of an hour from Philadelphia. The open country, dressed in all the splendors of autumn, will be delightful after the dreary mono tony of town. We glide over a section slightly rolling, across graceful landscapes and slowly flowing streams. We fit past little Gothic railway stations, very like the beautiful boat houses of which we can catch a glimpse away down upon the other side of the Schuylkill; and, actually before we are aware of it we have reached our destination. After a brisk walk of twenty minutes through a sleepy oldfashioned town, you confront a scene to which no other quarter of our country furnishes a parallel. You see about you a suburban district, laid off and built in rows of pleasant, tasty cottages. You catch a view of well dressed women and orderly, part engaged in household cares, and the men apparently come from one point. One thing you notice particularly, and that is an immense amount of noise. It sounds as if 100,000 men were pounding upon a corresponding number of

resounding steam boilers. IRON SHIPBUILDING. You are in the premises of the Delaware River Steamship Building and Boiler Works. The im-mense clatter you hear is that of riveting the sections of an American ship, a funny thing surely, and one which three years ago, except by the pro-prietor of the yard, Mr. John Roche, and a few others, was hardly dreamed of. You see a river front of immense length and a large area filled with dozens of distinct manufactories in the midst of a thriving, populous town. This stands in the near vicinity of Philadelphia, and of this fact. as a Pennsylvanian, you feel proud. It is within Washington, and hence in the very centre of American enterprise and civilization. Here the Delaware River is at the deepest and broadest point. Right over there are hills rich in their

MINES OF IRON AND COAL. You can see the verdure growing upon them with the naked eye. Above them tower mighty forests. The atmosphere is delightful, and winter lasts only two months in the year. What better circumstances than these could possibly exist for the quick, rapid and satisfactory construction of

the quick, rapid and satisfactory construction of American ships? Mr. Roche asked himself these questions two years ago, and straightway transformed a wilderness into a workshop. Behold the chimneys towering upward. Look at the gleaming fires. Listen to the clang of the anvils. See those grand vessels going rapidly up in the stocks. View the streaming pennants of those three beautiful barks riding the tide, and tell your neighbor what you think of it. Every portion of those ships was made in these yards. Their keels, their ribs, their bodiers, their machinery, their cabins, were all constructed right here.

THE THADE BEFORE THE WAR.

Contrast this with the conditions existing before the war, when American shipbuilding was considered to be in its most flourishing stage. In passing along the East River part of New York you would find the yards of W. H. Webb with two ships under way. Bell & Brown would also be busy at two, and Roosevelt & Joice with two more. Their yards were necessarily small in territorial extent, and the construction of material and machinery in every case given out to a great many different contractors. Hence the various sections of a vessel in the stocks depended for perfection upon many minor establishments existing under varying management. The writer can cite one instance in which the copperson a vessel was put on by six different coppersmithing firms.

Not so is American shipbuilding done at Chester. Here, from beginning to end, from the time she looms up an unseemly skeleton until she glides away a perfect ship, every part, every inch of her, is made right in this spot. When a company needs a vessel all they have to do is to send her proportions to Mr. Roche, and up she goes as if by magic. Notice, too, how pleasing are all the factories, ondees and neighboring dwellings in simply an architectural point of view. You are struck at once with the tidiness and harmony of everything about you, and wonder at it.

The idea of this establishment was laughed to scorn when proposed to Englishmen,

old Congressmen in their chairs and said:

"No, Mr. Roche, we are very sorry, but it really can't be done."
Yet this determined American went to work. Lot us see what he has effected. In a single year he has built the Mistletoe, San Antonio, Garden City, Dickenson, Colon, Colina, Eric, City of Maco, Ship 137, Sanp 138 (Pacific Mail line), Ship 136 (Mailory line), Cathay, Miphon, Ship 141 (Old Dominion line).

Ship 137, Ship 138 (Pacific Mail line), Ship 136 (Mallory line). Cathay, Miphon, Ship 141 (Old Dominion line).

The greater part of these are already completed. This growth of American shipbuilding in twelve months is unparalleled in history and calls for no rhetorical embellishments. Of the proportions of these ships, of their elegance, speed and comfort, of the men who built them, note will be made hereafter, while for the present it might be interesting to enter the shops and see

How our ships are MADE.

Let me take you to the mould loft. It is situated just above the joiners' shop. It is more than 300 feet long, and its width is proportionate to its length. It appears to be empty and deserted, as if it had been constructed for the purpose of storage, while its out-of-the-way locality was such that it could never pay. You see no benches, scaffolding or tools. No scraps of wood, iron, copper, lead, zinc, or any other material involved in the construction of a ship. When you look over the floor you look above you behold nothing but space, and when you look above you behold nothing but a sharp pointed roof. All unexpectedly, however, as your eyes wander away in advance of your feet, you behold a man, the only individual beside yourself, in the room. He does not look up, but keeps his eyes fixed upon a chart lying before him. At his left is a large piece of wood, and at his right a pair of compasses. He is really the ship builder. All the beautiful vessels, which we shall presently visit in the stocks proceeded from that little desk before him, and found all their intricate details carefully and accurately prescribed in this very room. Regard the floor more closely with the peculiar construction. It is full of marks, each one planny and distinctly numbered. They cross each other at so many points.

mathematical figures, that you are conused with the triangles and astounded at the number of the squares. Your head grows fürzy as you try stone. Right down the of estimate their dimensions. Right down the of their dimensions. Right down the foreign their dimensions. Right down the foreign their dimensions. Right down the foreign the estimate of estimate their dimensions. The man before the table is a designer and the Ammense from is the foreign their dimensions. Right down the foreign the first constitution of the first constitution. The prescribes in the case of the first down the foreign their dimensions. Right down the foreign the first down the first do

place intended for it and four bolts will nold it there until others can be inserted.

No NKED OF SKILLED LABOR.

Thus you have seen this one slab handled. Why could you not periorm all the various processes youyself? Surely a man with no experience in his life could at once do anything that I have described. Indeed men come in from the street and actually do this work as well the first day or ever afterwards. Away, then, with the insane and ridiculous story that to build a ship a man must have come down from a family of shipbuilders, and must have had a personal experience of seven years in the work. When an Englishman tells you this again just ask him whether he imagines that you are a lunatic. England has been singing that old song for years and years, and we for years and years have been simple enough to believe it. Mr. John Roche, when he began the business, picked up his men indiscriminately from the farm and the street, from the railroad and from the mine, from every quarter in which he could find individuals ready to work, and there is not a man about his place who, ten years ago, had ever seen the inside of a ship yard, 'yes, there is one, and he has a history. He is an Englishman, and was brought over to this country for the especial purpose of showing Americans How To Constauct vessels.

cial purpose of
Showing Americans how to construct vessels.
The company which brought him over paid him
a salary of \$5 per day. One morning he came to
Chester and said to Mr. Roche:—
"I have come here to see how much you Americans know about this business."
"You can give us no directions, sir," Mr. Roche
replied, "for we know all about it."
To-day this very Englisaman is working for Mr.
Roche upon a salary of \$2 per diem and
occupies a position under other men who ten years
ago where wholly unskilled. Mr. Roche himself
and most of his laborers are good, sober, industrious Irishined.

FASTENING THE SHIP'S SIDES.

It is an easy matter to iasten the sections to the
ribs of the ship, but it involves considerable time,
as well as the most dealening clatter you ever
heard. One can hear the men clinching the rit-ets
half a mile away, and is glad to escape from the
loud and ringing sounds. A broad band of fron
runs around the ship's area, and across from side
to side rest graceful iron sleepers. To give additional strength, bars run diagonally from one side
to the other, the point of intersection being marked
with a broad plate, bound to the sleepers by means
of several boils. Thus the ship begins to assume
its proper shape.

THE BOILERS
and propelling machinery are all made on the spot,

of several ooits. Thus the ship begins to assume its proper shape.

THE BOILERS

and propelling machinery are all made on the spot, and the scene everywhere is one of marvellous activity. A description of the boiler and machine shops would be necessarily tedious, and so I will let them pass with simple mention. One could not help feeling prouder of his country, however, as he stands within these shops and beholds so many intelligent laces and so many tawny muscular forms.

THE JOINER SHOP

IS WORTH MORE THE SHOP

IN THE BOILERS

AND IS WORTH MORE THE SHOP

IS THE BOILERS

IN WORTH MORE THE SHOP

WORK ON THE SHOCKS.

NOW let us go down to the stocks and count the

that old pushing their work vigorously, and done
it to perfection!

WORK ON THE STOCKS.

Now let us go down to the stocks and count the
ships there in the different stages of completion.

First—We see two government sloops-of-war,
each 196 feet long, 33 feet beam and 18 feet deep,
with a capacity of 600 tons.

Second—A snip for the Pacific Mail line, 260 feet
long, 36 feet beam and 22 feet deep, with a capacity
of 1,800 tens.

Third—Two for the Reading Railroad, each 190
feet long, 38 feet beam assi 20 feet deep, with a
capacity of 1,600 tons.

Fourth—One for the Mallory line, 250 feet long, 36
feet beam and 20 feet deep, with a capacity of 1,700
feet beam and 20 feet deep, with a capacity of 1,700
feet beam and 20 feet deep, with a capacity of 1,700
feet beam and 20 feet deep, with a capacity of 1,700
feet beam and 20 feet deep, with a capacity of 1,700

tons.

Figh—One for the Old Dominion line, 250 feet long, 38 feet beam, 21 feet deep, with a capacity of 1,000 tons.

Sixth—Two more for the Pacific Mail line, which

are greater than any ever seen in our ports—the largest and to be the fastest in the world—each 425 feet tong, 45 feet beam, 35 feet deep, with a capa city of 5,250 tons.

To get a full idea of the immense proportions of these ships, the writer ascended to the deck at one and looked down within it. It was simply an empty shell, but no one ever saw more elegant proportions, such a gently rising bow and grace-inly monifed lines. The outlook was grand; the Delaware behind, with its broad and deep waters, while within sight before me, away off where the bits of the trees seem blended with and waving in the bluer splendors of the sky lay those preclous mines of iron whose products formed this very ship, and those wonderful beds of coal which farmished the power to mould the ore into its destined shape. A railroad runs directly to these mines; and moving here and there, planing the wood, bending the iron, feeding the fires and making the boilers, in manifold secues of industrial activity, were seen those brave, hardy, pushing American content of the seed of the se

have no man in my employ whose place, in case he should leave, I cannot instantly supply."

JOHN ROCHE THE SOUL OF THE ENTERPRISE.

Thus have been organized and thus are managed the largest shipbuilding yards in America, and, it may be added, the model shipbuilding yards of the world. Two years ago the grounds on which all these workshops stand were swamps. The scene was a dreary wilderness. An idea of what it was then can be formed from points lying beyond it now. To-day, upon these same premises, the air is merry with the clatter of busy workmen. A dozen ships are launched or under way, constructed by men educated to the art in two brief years. It is wonderful, and the noble, enterprising man, who, in face of ridicule, originated this enterprise, and who keeps it, in its full power and dignity, in the face of financial depression, without reducing the wages of his employés a cent, is wortby of the nation's gratitude and praise. All honor be to him for awaking the nation to the knowledge of its own resources. His enterprise must forever redound to the nation's giory. John Roche has, indeed, won for his name an honorable mention in history.

## GERMANY.

TELEGRAM TO THE NEW YORK HERALD.

VIENNA, Oct. 20, 1873. His Majesty Emperor William of Germany is much pleased with his visit, and will remain in the Austrian capital until Wednesday.

## MAILS FOR EUROPE.

The steamship Nevada will leave this port on Wednesday for Queenstown and Liverpool. t half-nast twelve o'clock P. M.

THE NEW YORK HERALD-Edition for Europe vill be ready at half-past nine o'clock in the morn-Single copies, in wrappers for mailing, six cents

Life Insured for a Few Dimes.—The price of HALE'S HONEY OF HOREHOUND AND TAR is 50 cents, or 51 a bottle; and one bottle will cure a cough that might otherwise prove fatal. PIKE'S TOOTHACHE DROPS cure in one minute.

A .- For a Suberb Dress or Business Hat go direct to the manufacturer, ESPENSCHEID, 118 Nassau street

A Positive Cure Guaranteed in All Skin Diseases by Dr. VANDYKE. Office (Tuesday, Wednesday, Thursday and Friday), No. 6 West Sixteenth A .- Herald Branch Office, Brooklyn on avenue and Boerum street Open from 8 A. M. to 9 P. M. On Sunday from 3 to 9 P. M.

A.—Most Ruptured Persons Know that Rupture is soon cured by the COMFORTABLE ELASTIC TRUSS, 88 Broadway. Unprincipled dealers steal the name and sell bogus elastic and worthless 'band's trusses.

A .- Dr. B. C. Perry, Dermatologist, 49 Bond street, New York, cures all Scalp Diseases. Send for circular. A .- Dr. B. C. Perry, 49 Bond Street, New York, cures Unnatural Redness of the Nose, Black Heads and Pimply Eruptions.

Heads and Pimply Eruptions.

A.—\*Lay Thy Finger Thus, and Be Instructed." Buy your HATS at KNOX'S. His style is univalied and universally popular. His stores are at No. 212 Broadway, in the Prescott House and Fifth Avenue

At a Mechanical Action of the lath day of October, 1873, the following resolution was adopted and ordered to be published:—"Resolved, That this Association earnestly recommends to the people of the State of New York the adoption of the constitutional amendments to be submitted at the ensuing November election, providing that undges shall be appointed by the Governor, with the advice and consent of the Senate."

WM. M. EVARTS, President. A. R. MACDONOUGH, Secret

For all Purposes of a Family Liniment, THE HOUSEHOLD PANACEA will be found invaluable. Immediate relief will follow its use in all cases of pain in the stomach, bowels or side; rheumatism, colic, colds, sprains and bruises. For internal and external

G. W. Carleton & Co. Publish Marion HARLAND'S new novel, JESSAMINE, this week.

Have Your Coats, Pants and Vests dyed LORD'S elegant shade of dark brown, black or blue-black. Offices, 630 and 234 Broadway, 111 Eighth av. Havana Lottery.-We Sold the \$500,000 in the Extraordinary Drawing, April 22. Circulars sent. Information given. J. B. MARTINEZ, 10 Wall st. Box 4,655 Post office, New York.

Jessamine.—The New Novel by Marion Marion Harland's Last and Bost Novel, JESSAMINE, is ready this week.

Notice.—The Cheapest and the Neatest Printer in New York is MURPHY, at 15 Dey street. Go Pomeroy's Band Trusses, 744 Broads

Royal Havana Lottery.—Information urnished; orders filled; circulars sent free on applica-ton; spanish bank bitts and governments purchased. TAYLOR & CO., Banks No. 11 Wail street, New York of \$1 50 Will Buy Marion Harland's

1873 .- Marion Harland's New Novel, JESSAMINE, is ready this week.

NEW PUBLICATIONS.

SCIENCE OF REALTH. THREE MONTHS, 25 CENTS, R. WELLS, 350 Broadway, New York.